

THE TRANSFORMER

TRANSPORTATION NEWEST COLONEL AND SENIOR MASTER SERGEANT SELECTEES



It is with great pleasure that Brigadier General Mary L. Saunders, Director of Transportation, HQ USAF/ILT announces the newest Transporters to be selected for promotion. She and her staff extend their congratulations.

Colonel Selectees

David E. Cook
Aerial Port Squadron Commander
Travis AFB CA
Raymond J. Herbert
Aerial Port Squadron Commander
Dover AFB DE
Brian R. Kerins
Chief, USLO
Doha (Arcent)
Travis E. Lewis
HQ DLA
Ft Belvoir VA

Senior Master Sergeants Selectees

2T0s	2T3s
Derric M. Candler	Thomas Abear
Laurie L. Carroll	Jamie P. Borkert
Kevin T. Kennedy	Donald W. Corbin
Phillip D. Little	Marty W. Deets
Timothy Vandagriff	Honolito J. Directo
Kenneth D. Welch	Christopher Ferris
Carl T. Wood, Jr.	David A. Kilbourne
	Randy L. Livermore
2T1s	Perry W. McCoy
Paul J. Bilunas	Jeff J. Park
Alan S. Broaden	Randy D. Peck
Donald L. Brown	Joe D. Tillman
Antonyio Johnson	Randal D. Toland
Keith T. Kelser	
Ronald Malone	
Fannie M. Worthy	

A FOND FAREWELL

The schoolhouse bids a fond farewell to MSgt Terry Fesenmeyer as the Training Manager (and other numerous

jobs) for Air Transportation courses at the Lackland schoolhouse. Terry will be missed for his outstanding expertise in the Transportation

career field and training arena. His main occupation will soon be 'Gone Fishin'. We say hello to TSgt Steve Black who just arrived at Lackland from an

assignment at Travis AFB. TSgt Black will be the TM for the Air Transportation Apprentice & Craftsman courses as well as the Hazardous Materials courses. His background includes passenger service, fleet, ATOC, records, and cargo processing. He previously served as an instructor for the Air Transportation Apprentice and Hazardous Materials courses. He can be contacted at DSN 473-3603.

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TRAFFIC MANAGEMENT

DO-IT-YOURSELF (DITY) MOVES

Eligible shippers moving household goods in a privately owned, borrowed, or rental cargo carrying vehicle may participate in the DITY move program. A recent change to the Joint Federal Travel Regulation (JFTR) increased the incentive pay from 80 percent to 95 percent for moves made on or after 1 Feb 98. The increased incentive pay applies to all modes of service. For PCS, retirement, and separations, the effective date of orders must be on or after 1 Feb 98. TDY orders must have a proceed o/a date of 1 Feb 98 or later. For local moves, the effective date of assignment or termination of quarters must be on or after 1 Feb 98. For

eligibility requirements based on types of orders and qualification for the increased incentive contact the TMO.

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CMOS DEPLOYMENT SUPPORT

Eleven months in advance of projected date for implementation of Integrated Deployment System (IDS) at Kirtland, TMO fielded two Deployment Support Civilian (DSC) teams of CMOS terminal operators. This culminates more than 2 years of effort on the part of TMO to prepare Kirtland for IDS. Our CMOS administrator identified the need for, and was directly responsible for obtaining the necessary funds for, installation of a fiber optics communications infrastructure in both at the base deployment center and the freight services warehouse.

Additionally, our CMOS Administrator designed a series of IDS lesson plans for use by all USAF commands. The lessons incorporate actual screens from both the DeMS and CMOS modules of IDS. Use of actual IDS screens together with extensive animated effects increases the "hands-on" experience for new users. HQ AFMC is distributing these plans over its LGT FTP site.

Because of 2TO UTC commitments, the 377th Traffic Management Flight has established a team of civilians, primarily surface freighters, to operate our CMOS deployment workstations. The wing has benefited from our staff's existing CMOS expertise and knowledge of transportation procedures. By maintaining a permanent team rather than a constantly changing team of augmentees, we are able to enhance continuity and benefit from lessons learned. The long term goal is to provide 24 hour contingency support for IDS.

During the start-up phase of CMOS, we are concentrating on In Transit Visibility (ITV). ITV is the one deployment product unique to CMOS. ITV requires a high level of data integrity. The level of detail required for ITV tends to negatively impact cargo processing timelines. As a contingency measure, manual processing procedures are in place at all times in case of system failure. Our goal, at present, is to provide accurate and in-depth cargo information in advance of the chalk reaching its destination. In short, we are concentrating on accuracy of ITV data and will let speed develop as the program matures. DSC has been participating in deployment training since Jul 97 and has rapidly developed the skills necessary to make IDS a success. Primary use of CMOS prior to full implementation of IDS has been quality control and evaluation of Deployment Management System (DeMS)

data. Diligent application of CMOS error reporting to improve Unit Deployment Managers. DeMS cargo data has resulted in elimination of nearly 200 errors from the DeMS data base.

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377TRNS
CMOS Administrator

Passenger Travel

Ring--- Ring ---Passenger Travel, Airman (---), how may I help you? I am departing the base next Tuesday on leave en route to Germany and I still don't have my portcall. I am sorry, I'll have to direct you to outbound assignments, their number is ...

If you have ever worked in passenger travel before, you'll remember getting phone calls like that. We've made a process improvement here at Keesler to end those kinds of calls. Utilizing AMC's Global Air Transportation Execution System (GATES), we are now offering higher, commercial travel agency quality service. During their initial outprocessing briefing with MPF, customers are told to contact the passenger office directly to make their flight arrangements. Customers arriving at the office are shown all available AMC charter flights during the period when they would like to depart and then the customer selects the AMC flight that best meets their needs. Once the member picks their desired flight, a reservation

is confirmed, and a computer printout is forwarded to MPF. From there, MPF initiates an approval/disapproval RIP to the member's commander using PC3.

Customers with a lot of advance notice on their assignments are advised to wait until approximately 60 days prior to their month of departure before booking their flights to ensure the flights have been loaded into the AMC system. However, customers with pets are instructed to come in directly, as availability of pet travel usually takes priority in selecting a departure date. If the flights have not been loaded, these customers are put in the system on hold.

Our new process is a vast improvement over the old one, where customers were given an AF FORM 1546 or form letter to obtain their portcalls. Customers were required to give a 10-day window for travel that didn't necessarily have any connection with AMC's flight schedules. Requests were turned into MPF assignment clerks, who forwarded them, either hand carried or batch mailed through BITC, to our passenger travel element. Our passenger clerks obtained the portcalls, annotated the flight data on the requests and forwarded them back to the MPF. After MPF received the flight data it was loaded into PC3 and a portcall RIP was generated and forwarded through BITC to the member via their commander and orderly

room. As we all know, this built huge delays into the process of getting portcall information to the member.

Now, members see exactly what flights are available and select their first choice, significantly reducing portcall change requests. This process also facilitates maximum use of AMC charter flights IAW DoD policy. Even more importantly, members know their portcall date early in the moving process and can better plan their whole move.

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POV Shipments to Yokota AB, Japan

Effective 1 April 1996, the Assistant Secretary of Defense (for Management Policy) granted limited case-by-case waiver authority for the shipment of post 1976 POVs to Japan (excluding Okinawa). Waiver requests should include the member's name, grade, SSAN, the make, model year, vehicle identification number (VIN), and if it is equipped with California emissions.

Waiver requests can be submitted by mail to: 374 TRNS/LGTT, Unit 5120, APO AP 96328-5120

Members should be counseled on the following items: (1) Member must consider the high cost of initial registration of their POV, this could cost

anywhere from \$3,000 to \$5,000 or more, (2) availability of parts and qualified maintenance, and (3) the cost and availability of high grade gasoline. Gasoline sold on base is 86 octane or lower and higher-grade gasoline off base is approximately \$4.00 per gallon.

Member's who do not elect to ship their post 1976 POV to Japan should be given the option to store the POV at Government expense. If the member elects to store POV in CONUS, the losing TMO is required to provide the member a letter authorizing reimbursement. Recently our office has received a lot of inquiries on this subject. We ask that all members being assigned to Yokota AB be counseled on the information in the PPCIG.

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Passport Requirements

All military dependents, to include Department of Defense (DOD) civilian employees and their dependents, transiting through Japan require a valid passport. Effective 17 Feb 98, the Department Of State, Passport Services, Special Issue Agency, Washington DC, will now issue a blue no-fee Government passport for military dependents. An official passport will be issued for all DOD civilian employees and their dependents. The issuance of this passport is only for

individuals on official orders to Guam with a stopover in Japan. All those who are sponsoring incoming personnel, please inform them that passport processing is currently taking 4-6 weeks and to apply as soon as possible. Failure to have a passport will result in extended delays by the immigrations official at the airport. No passports will be issued at government expense to military dependents, DOD civilian employees and their dependents who are traveling on official orders from Guam to the United States. All those individuals who do not have a valid passport, please notify your outbound assignments representative and request an alternate routing. Military personnel traveling on official orders with a military identification card do not require a passport. For additional information please contact Passenger Travel at 366-5185.

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Shipping Pets to England

Can you spell QUARANTINE? You can bet the United Kingdom Ministry of Agriculture, Fisheries and Food (MAFF) knows how to spell quarantine and probably created the word. Our traffic management offices in the UK are constantly inundated with calls from projected inbound

personnel asking how they can legally ship their pets into the country. The following information is provided for your outbound TMO counselors to use when answering customer concerns and to ease the burden of personnel who plan to PCS to England with pets.

First, please review your consignment guide. It has a wealth of information that covers most of the basic data. However, we have found that most customers in a PCS status would like to call MAFF rather than write their concerns and questions in a letter. The only problem is, the phone number for MAFF is not listed in the consignment guide. MAFF can be telephoned at the following numbers: (country code 44) 1813-304411 or (44) 1813-308174. The fax number for MAFF is (44) 1813-373640.

Only dogs and cats are authorized shipment to England as pets. But try and tell that to a PCS customer with exotic birds. So the next time a PCS customer bound for the UK comes to you with a parrot on their shoulder and will not take no for an answer, you will be able to refer them to MAFF.

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Automation - A Wonderful Thing.

We sometimes take for granted the tools we use to get our job

done. Here at the Liberty Wing we have automated forms that help us do our job of shipping cargo. I pass this on because it might be helpful to others. Recently a couple of guys from another base were visiting us and after seeing our set-up, asked us how they could go about doing the same for themselves. Here is some of the information that we shared with them concerning commercial returning shipments and European One Time Only (OTO) tender requests.

For cargo returning to the Customs Territory of the United States (CTUS), we are primarily a one carrier base. When overseas bases fill out return of American goods declarations, it might be helpful to add a second computer next to your Power Ship - (Oops, just gave away our carrier!). We have automated our "Return of American Goods" to the point where the only thing the shipping clerk must add is the air way bill (AWB), general description, and enter their name from a drop down list. The thing we have that I think is unique is that we placed an automatic AB switch box between the two computers and the printer. As we tend to batch process shipping documents, using this method, the AWB, commercial invoice, and the return of American goods declarations form stay in order on the same printer and are easily distributed when the time comes. Do 5 or 50 and the paperwork is in order and ready to go.

Speaking of commercial invoices, only our primary carrier prints commercial invoices along with the AWB. All of our other carriers have us print our own commercial invoices. To avoid typing and photocopying, we developed a computer generated form for this purpose. It is a lot quicker to do a couple clicks than photocopying and typing. Might I add, it looks very professional also.

The Intra-theater Commercial Transportation Branch (ICTB) has a standard format for requesting OTOs. We created a form for E-mail that might be helpful for any European freight office.

If you want more details about our time-saving ideas or the forms themselves just call or E-mail me.

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MIL-STDs and Technical Orders (T.O.) via the NET

You know the old cliché "When there's a will, there's a way". Well, Mr. John Verrill at Lackland AFB has found that way. After getting completely frustrated at not being able to get current information on MIL-STDs and T.O.s he took that as a challenge and he found out there are web sites out there that can help.

To access information on MIL-STDs go to

<http://www.dtic.mil/stinet/htgi/do> diss. Enter this in and "wala" you are into the world of MIL-STDs. At Dodiss Search enter the MIL-STD number you are searching for and it tells you if it's active, cancelled, or inactive. This program will even allow you to query by name. You can even order on this screen.

Need a specific T.O. for munitions shipments? Well, John spoke with William Frerichs at Savanna AD and here is their website too: <http://www.dac.army.mil>. Gee what more can you ask for--just wanted to share this with the rest of the world.

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Transportation-Supply Re-engineering

ACC directed the 20th Transportation and the 20th Supply Squadrons at Shaw AFB SC to test and evaluate processes associated with packaging, shipping, receiving, inspecting, delivering, and picking up cargo. The objectives of the test are to: 1) integrate similar processes; 2) streamline operations; 3) make the changes "transparent" to customers; and 4) maintain or improve support with the available resources. The initial test period, conducted Sep-Dec 97, indicates cycle time and numbers of personnel and vehicles can be reduced by

assigning Pick Up and Delivery, which is normally a supply function, to Vehicle Operations. The integration of cargo receiving, in-check, inspection, shipping and packaging is now being examined. This integration required the co-location of Surface Freight and Packing and Crating, a transportation function, with Receiving and Inspection, a supply function, into the supply complex. The co-location was complete on 2 Feb 98. Receiving and surface freight personnel are now being trained on how to in-check incoming trucks, identify damaged property, and inspect and in-process shipments. Process integration has been hampered by the current information transfer capabilities in the Cargo Movement Operations System (CMOS), Standard Base Supply System (SBSS), and the Supply Asset Tracking System (SATS). Current configuration requires separate data entries for each system. The established goal is to have a "one time" data capture on all shipment transactions that will update all systems simultaneously. ACC/LGT/LGS is working with HQ SSG to achieve this capability. ACC/LGT plans to continue the test to both initiate new processes as well as validate process improvements before exporting any changes to other ACC bases or recommending adoption Air Force wide. The 1998 Air Force Transportation Board of Advisors and the Supply

Executive Board are scheduled to observe this test process in March 1998.

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Ticketless Travel

Effective 1 Apr 98, Kirtland's Commercial Travel Office (CTO) Rodgers Travel Inc. proposes to go on line with a system whereby travelers will be issued an itinerary and a confirmation number in lieu of an airline ticket. CTO will receive travel request via telephone, e-mail, or fax. They will book the flight and electronically provide travelers with flight confirmation and itinerary. Traveler reports to the airport, provides agent with confirmation and identification, checks luggage, and is then provided a boarding pass.

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Wit Associates Takes Over MOT Bayonne Area Of Responsibility

Effective 15 September 1997, Wit associates assumed responsibility for DPM HHG, DPM baggage, and nontemporary storage (NTS) from MTMC Bayonne New Jersey for a period of 5 years. All NTS shipments that were stored or assigned to MOT Bayonne were either delivered out or transferred to Wit Associates, including converted lots. Wit Associates has a new facility with climate control and is capable of storing a maximum of 20 million tons of HHG. They will perform all functions previously performed by MOT Bayonne.

Counselors should ensure members pcsing, retiring, or separating from the overseas area who wish to place HHG into NTS are thoroughly briefed. Its important they understand their entitlements and responsibilities and have the contact information for Wit Associates. Member with property in NTS need to inform the contractor immediately upon receiving DEROS extensions, COTs, or new PCS orders. Wit Associates will convert HHG to the member's expense 60 days after the expiration date if they are unable to contact the member. It is imperative retirees and separatees are thoroughly briefed on how to obtain an extension of their travel and transportation time limitations IAW JFTR, Vol 1,

paragraphs U5360 and U5365, and AF Supplement, JFTR, Vol 1, paragraphs 3.4.7.1 through 3.5.6.1. Members who receive an extension of their travel and transportation entitlements and provide Wit Associates with a copy of the extension, will receive the Government negotiated storage rate which is currently \$0.90 per cwt. Household goods that are converted to commercial storage, commercial rates are \$3.50 cwt per month, with a transfer fee of \$25.00, plus a commercial handling charge of \$2.55 cwt. Rates are expected to change every 6 months. TMOs and members should periodically contact Wit Associates to obtain the new rates. Consult the Personal Property Consignment Guide for the address and phone number for Wit Associates.

For problems with Wit Associates, contact the contracting office representative, Laura Mills or Kate Miles, MTMC Directorate of Transportation Services, Balto RSMO, Attn: MTEOP-TIPS, 8415 Kelso Drive, Baltimore Maryland 21221, phone: (410)-238-0382, fax: (410)-238-2968.

POC: MSgt Karl H. Stanton or SSgt Yvette A. Brito, DSN: 954-4229, Coml: 210-321-4229 or toll free 1-800-599-7709 ext 4229/5983.

VEHICLE OPERATIONS

Improving CENTAF SWA Vehicle Status

ACC/LGT is taking necessary action to ship 96 vehicles to Prince Sultan AB, Kingdom of Saudi Arabia. These vehicles will fill critical shortages. The remaining 294 vehicles staged at Seymour Johnson AFB will also be shipped to the SWA AOR. Coordination is ongoing with CENTAF transportation staff to execute the export and customs documentation and clearance. In addition, LGT initiated action to procure 18 new buses (in addition to two already programmed) for direct shipment to PSAB. These will be used for support of the movement of personnel into the hard billets and to upgrade the overall condition of the bus fleet. The projected CONUS port delivery date is 15 Jun 98. Onward movement will depend on ship availability, routing etc. Finally, efforts continue to fully document the SWA vehicle assets and place them in the standard AF accountable systems to ensure future replacement vehicle buy requirements are supported.

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AERIAL PORT OPERATIONS

Barcoded Military Shipping Labels (MSLs)

Over the past year, HQ AMC has been increasing the responsibility of our larger ports to affix barcodes to all freight

(with exceptions) leaving their station. Current guidance is for all CAPSII sites to comply. These sites were provided equipment by the Computer Systems Support personnel of AMC. This program is working well. Not only are we creating a more automated process, but we are changing culture in transportation.

Unfortunately, this requirement is derived from the DTR which, in 1989, mandated the use of barcodes by all shippers. Our customers have been slow to comply. That is why AMC chose to step up to the plate and perform this function for them. In the mean time, DTS customers are trying to catch up with regulatory guidance. This too is making significant headway. Many shippers are providing barcodes on their labels. But there are few tools for them to take off-the-shelf and apply.

That's why we, at HQ AMC, have been pursuing a common-user label maker that our shippers can employ. The prototype of this MSL printer is available on the WW Web, down a few links from the HQ AMC/DON WW Web page. (<http://www.safb.af.mil:81/hqamc/directorates/amcdo/doj/tools.htm>) It is configured in MSEXcel95 and MSEXcel97 and, when printed on a laser printer using label stock, produces a barcoded MSL that can be read by our scanners. This application is only in the Beta-test phase. Preliminary indications by OCONUS AF

bases and Navy contractors are very positive. We hope this type of application can be improved and spread to all DTS shippers. Not only will it make their jobs easier, it will drastically reduce port processing workload.

That's why we need help. This program is by no means complete or perfect. The prototype was developed to demonstrate capability. We encourage any and all DTS customers and operators to download, improve, and comment to our office. Together, we can build an automated system that makes sense, saves tax-dollars, and provides the efficient and effective distribution of vital cargo with reliability and accuracy.

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COMBAT READINESS

New Special Assignment Airlift Mission (SAAM) Requirements

USCINCTRANS is soliciting support from the services and MAJCOM validators for an AMC initiative to reduce short notice SAAM taskings. This initiative increases the lead time for submitting Rapid Reaction SAAM requests from 72 to 96 hours. Providing a longer lead time provides stability to all customers, creates an environment in which smarter

scheduling decisions can be made, reduces aircrew turbulence in the strategic mobility force, and can result in a 10% discount (rebate) to the customer if they submit their requirements NLT 30 days prior to movement request. In support of this effort, USTRANSCOM will challenge all new requirements received within 96 hours of when an aircraft would be required to depart its home station. Any request received by AMC inside this 7 day window requires TACC Commander (1 star) or AMC Vice Commander (3 star) approval before the mission will operate. ACC's record is superb, and we should have no problem complying with the new requirement. During FY 97, we validated only 3 SAAMs that were within the 96 hour time frame. They were all "Rapid Reaction" SAAMs in response to aircraft accident investigations (moving investigators and critical search and rescue equipment). For normal ACC SAAMs supporting flag exercises, Thunderbirds, etc., we require our wings to submit their requests to the command validator (ACC/LGTR) NLT 45 days prior to the deployment date. This gives our validators time to review the request for accuracy and meet the 30-day window to cash in on the 10% discount. Since 1987, when HQ TAC/CC directed that discount (rebate) money be given to the wings that "earned" it, these incentive funds have been

distributed by HQ ACC/FMAOS quarterly to the applicable wings. For FY 97, we validated over 247 SAAMs and helped the command save over \$449,000 (80% of the eligible rebate). Most of the 20% missed was caused by non-controllable short notice taskings (less than 30 days notice). For the first quarter of FY 98, we validated over 45 SAAMs and saved over \$79,000 (100% of our eligible rebate). The close rapport our airlift folks have with planners at USTRANSCOM and the TACC has played a key role in the 98% average SAAM support rate ACC units have enjoyed since 1 Oct 96.

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DOD Automatic Identification Technology (AIT) "Proof of CONOPS" USAFE Takes the Lead

Historical Background:

Warfighting CINCs need an effective Automated Information System (AIS)/Automatic Identification Technology (AIT) architecture to sufficiently manage resources during day-to-day and contingency operations. Due to a lack of Intransit Visibility/Total Asset Visibility (ITV/TAV), during the Gulf War, more than 20,000 out of

40,000 40-foot containers shipped to the area of operation (AOR) had to be opened, inventoried, resealed, and reinserted into the transportation system because personnel in theater did not know their contents or ultimate destination. This caused huge backlogs in cargo yards and resulted in horrendous inefficiencies in materiel movement and distribution. Lack of asset visibility resulted in the inefficient use of lift capabilities and increased short-notice requirements. It also caused units to duplicate requisitions which further exacerbated distribution and backlog problems. Bottom line, the DoD lacked timely movement status information needed for reception, staging, onward movement, and integration (RSOI) of deploying unit and non-unit shipments.

Almost 5 years later, as USEUCOM began deploying forces and materiel to the Balkans for Operation JOINT ENDEAVOR (OJE), the same asset visibility problems surfaced again. Little had changed since DESERT STORM. As a result, USEUCOM began an aggressive attempt to improve the visibility of assets going in to "the box" by implementing Radio Frequency (RF) Technology and Satellite Tracking. In the fall of 1996, as the US began to prepare for the redeployment of forces from OJE and the deployment of forces for Operation JOINT

GUARD (OJG), these emerging AIT and AIS technologies were in place to provide better visibility of "what was in the box," leading to better logistics command and control. With this initial success, USEUCOM aggressively worked to make the USEUCOM AOR an AIS/AIT integration "testbed" for DoD.

Due to a lack of standardization throughout the Services, DoD chartered the AIT Task Force in January 1997 to build a CONOPS to standardize business practices and the integration of AIS/AIT in DoD. The Deputy Under Secretary of Defense for Logistics (DUSD (L)) and Joint Staff (JS)/J4 have primary oversight, with the Defense Logistics Agency (DLA) appointed as the AIT Executive Agent for policy and integration oversight. To support this effort, USEUCOM formed an ITV/TAV Task Force with representatives from each component and, subsequently, USAFE formed an ITV/TAV Working Group led by the USAFE Director of Logistics. As members of the USEUCOM ITV/TAV Task Force, the USAFE ITV/TAV Working Group is leading the way for a future with fully integrated AIS/AIT for all Services.

The DoD Logistics AIT "Proof of CONOPS" or Prototype was developed to test the integration of AIS/AIT under four distinct scenarios using the USEUCOM AOR as a "testbed. In October 1997, USEUCOM resubmitted

the CINC Initiative Fund (CIF) request package for \$7.1M which the CJCS approved on 2 December 1997. The Scenario Team Chiefs were tasked to refine their cost estimates and provide more specifics on the initiatives for their scenario. On 20 Feb 98, the DOD AIT Principals approved the full funding of the prototype at \$12 million. With funding approved, the Logistics AIT "Proof of CONOPS" is scheduled to take place from July to September 1998 with specific AIS/AIT integration initiatives implemented under the following four scenarios.

Logistics AIT "Proof of CONOPS" Scenarios:

The objective of the Logistics AIT "Proof of CONOPS" is to determine the optimum mix of AIS and AIT technologies within funding constraints based on four distinct Scenarios: Air Cargo, Commercial Seavan, Ammunition Proof of Principle (POP), and Unit Move. USTRANSCOM is the lead for the Air Cargo Scenario where the use of RF Handheld Terminals (HHTs), two-dimensional (2D) barcode, Optical Memory Card (OMC), and RF technology with AISs (Standard Base Supply System (SBSS), Supply Asset Tracking System (SATS), Cargo Movement Operations System (CMOS), Consolidated Aerial Port Subsystem II (CAPS II)) will be tested over Northern and Southern air cargo movement routes between CONUS and

Europe. HQ MTMC is the lead for the Commercial Seavan Scenario where the use of 2D barcode, OMC, and RF technology with AISs (CMOS, Worldwide Port System (WPS), Distribution Standard System (DSS)) will be tested over Northern and Southern sea movement routes between CONUS and Europe. US Army is the lead for the Ammunition POP Scenario where data flow automation between ammunition-unique AISs (Combat Ammunition System (CAS-B), other Service ammunition AISs, other AISs (CMOS), and the Global Transportation Network (GTN)) will be tested from CONUS to Europe in addition to retrograde movements from Hungary to Germany. Finally, USEUCOM is the lead for the Unit Move Scenario where the integration of AIS (Transportation Coordinators Automated Information for Movement System II (TC-AIMS II) and CAPS II) and AIT (2D barcode, OMC, MARC/SMART Card, RF Technology, and Satellite Tracking) will be demonstrated to provide seamless data exchange between planning, supply, and transportation systems during the redeployment of an Army unit, the 2nd ACR, from OJG. In addition, a “fly-away” kit concept consisting of multiple AIT’s to support a unit movement to a bare base environment will be tested.

USAFE AIS/AIT Integration Initiatives:

As a component of USEUCOM, USAFE is at the forefront of the Logistics AIT “Proof of CONOPS” and has set the trend for the future of seamless data automation. USAFE proposed AIS/AIT integration initiatives to HQ USAF/IL and HQUSEUCOM/J4 to improve ITV/TAV as part of the Logistics AIT “Proof of CONOPS.” USAFE will implement the following initiatives as directed by HQ USAF/IL and the system Program Managers:

1. Establish Direct Two-way System Electronic Interfaces between AISs to preposition and populate downline AIS databases. This initiative will eliminate manual re-entry of data at separate nodes; allow TMOs to redirect/reconsign shipments, eliminate second destination charges, reduce demurrage detention costs, prepare for container and consolidated shipment arrival; and provide for shipment and workload planning at separate nodes. System interfaces consist of: CMOS/SBSS, CMOS/CAPS II, CMOS/WPS, CMOS/CAS-B, DSS/CMOS through DAAS, and Shipper AIS/Clearance Authority AIS.
2. Establish Electronic Read and Write Interfaces between AIS (SBSS/CMOS/TC-AIMS II/CAPS II) and AIT (2D barcode/OMC/RF/MARC/SMART Card). AIT is an enabler to input data to the AIS; therefore,

manual re-entry of data is eliminated at logistics nodes with this initiative (Note: all AIT is not required for all AISs identified). 3. Establish the Capability to Operate RF HHT with SBSS, CMOS, and CAPS II. This initiative will allow the user to update AISs near real time rather than the current method of batch processing. 4. Field CMOS to the Army Theater Distribution Center (TDC). The TDC currently uses the Shipping, Tracking and Redistribution System (STARS) to process cargo to/from their supply activities. STARS is a USAREUR unique system which does not interface with any AF systems; however, it does update the Joint Total Asset Visibility (JTAV) system through the Logistics Intelligence (LIF) and Army Total Asset Visibility (ATAV). Fielding CMOS at the TDC would eliminate data re-entry and allow for shipment and workload planning. These four USAFE initiatives are well supported by HQ USAF, HQ USEUCOM, and the DoD, and when implemented, will pave the way for the future of data automation for logistics processes.

Summary:

With fewer assets available and fewer people to manage them, it is essential to know, at all times, the location and availability of personnel, supplies, and equipment for employment or consumption. In-transit visibility/total asset visibility

enables operations and logistics users to track shipments at the requisition, and item level from source to destination, identify in-transit asset attrition, divert shipments, track unit deployments, make decisions about theater infrastructure and support, and prepare theater onward movement plans. Many of the problems experienced by the DoD during the Gulf War and the initial stages of OJE will be minimized in future deployments when AIS/AIT are fully integrated by all of the Services. The Logistics AIT "Proof of CONOPS" and the USAFE AIS/AIT integration initiatives are the key to making this happen.

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TRAINING AND DEVELOPMENT

Hazardous Materials Exportable

The Transportation of Hazardous Materials Exportable Courses have recently been rewritten. The Preparer Refresher and Inspector courses are designed for transportation personnel that have a requirement to prepare or inspect hazardous cargo as part of their daily duties. The recent rewrite was due to the latest update to AFJMAN 24-204, Military Airlift of Hazardous Material, and changes in various

other regulations. Personnel who have completed the Hazardous Materials Preparer Initial course can fulfill the 2 year recertification requirement through the exportable training courses.

Personnel that require this training should contact their Unit Training Monitor, who can request the establishment of an account and distribution of a master copy of the course material. With a master copy on hand, a unit can issue the course material whenever someone needs it, they don't have to wait for the course manager to send the material each time. Unit Training Monitors must ensure that all students meet the course prerequisites that are listed in AFCAT 36-2223. Upon the completion of the course material, tests are formally requested from the course manager. The test is sent certified mail to the local Education Center or testing facility for a specific student.

Included with the current issue of course material is a computer feasibility survey. It addresses different ways to produce and distribute course materials as well as identifying a unit's computer capability that are used for training.

The Exportable Hazardous Materials courses have been on line since November of 1994, with 340 military units utilizing the courseware. Course material is reviewed every year and a rewrite issued approximately every 18 months

to units that have an account established.

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Mobile Training Team

The 345th Training Squadron at Lackland AFB TX has a Mobile Training Team (MTT) with one of the highest Trained Personnel Requirements in the entire Air Force? It's called the Hazardous Materials Preparer's Mobile Training Team, and we are assigned to the Transportation Training Flight. This outstanding cadre of 11 military and 1 civilian instructor teach over 2,500 selected DoD and DoT military and civilian personnel each year. We teach resident classes at Lackland's McGuire Hall and provide a MTT that has a global mission and impact. Our "team" trains personnel how to prepare hazardous material shipments for transport via military or commercial air, rail, highway, and water modes. This 2-week course is divided into two blocks of instruction. The first block covers Code of Federal Regulation (CFR) 49 requirements, pertaining to the domestic movement of hazardous materials. The second block covers the use of international regulations and publications when shipping hazardous material by commercial and military air or by commercial water modes.

Our MTT provides initial hazardous materials training to over 40 worldwide locations a year, with an annual savings of over \$750,000 to DoD customers. We train all branches of the Armed Forces, including the Defense Logistics Agency, and foreign officer and enlisted personnel. Our instructors travel, on average, 275,000 miles a year. (With zero reportable mishaps for the past 7 years.) Instructors are assigned to the MTT for approximately 2 years, then they are given an opportunity to transfer to a permanent resident-instructor position in another element. This provides both diversification and career broadening for our personnel, in addition to a well deserved reprieve from the road.

It is important for MTT requirements to be identified in time for us to plan our year. Unforecasted requirements can be met. However, we do not receive manpower credit for the unplanned MTTs. Our mission is to train our customers to competently use the regulatory guidance and to properly package and prepare hazardous materials for transportation. This ensures the safety of all DoD personnel and successful mission accomplishment in support of national objectives.

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VEHICLE MAINTENANCE

Engine Oil Leak, R-11, Cummins 6CTA 8.3 liter Engine

After almost 10 years of faithful service the OshKosh R-11 is starting to develop some problems, the main one being engine oil leaks at the front timing cover and gear housing. The tech data, T.O. 36A12-13-17-82 call for the technician to remove the camshaft and associated components; a major task. The refueling maintenance team at Eglin AFB, Florida, studied the situation and devised the following greatly improved solution of replacing the gaskets without removing the cam shaft.

Employ the following steps:

- a. Remove the hood
- b. Drain and remove the radiator
- c. Remove engine fan and pulleys
- d. Remove the engine drive belts
- e. Remove the vibration damper from the engine
- f. Remove timing cover
- g. Place engine in correct firing order (timing)
- h. Remove the injector pump drive gear using a basic gear puller
- i. Remove the injector pump mounting nuts (4)
- j. Remove the air compressor drive gear using a basic puller
- k. Remove the air compressor mounting nuts (2)

- l. Remove the cam gear using a combination of pullers or locally manufacture a puller (a specific puller for this task has not been developed)
- m. Remove gear housing and gasket
- n. Drill a 21/64" hole in the center of the cam shaft approximately 1 1/2" deep (use caution that none of the metal filings get into an engine passage)
- o. Tap the hole with a 3/8" National Fine (NF) tap
- p. Screw in a 3/8 NF threaded rod into the hole in the camshaft
- q. using a large washer and 3/8 NF nut press the cam drive gear onto the camshaft (Caution: Do not beat or strike the cam drive gear to return onto the camshaft - striking the gear will ALWAYS drive the rear camshaft oils seal out of the block)
- r. Replace gaskets and all other components in reverse order of removal. Ensure the injector pump is properly timed.
- s. Operationally test engine

This procedure will save valuable time and eliminates the possibility of damage to other components.

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Contract Costs

The Robins AFB Vehicle Management Flight has taken a new approach to identifying contract costs. While most vehicle contracts identify only two basic line items for services to be performed, operations and maintenance, we realized that type of "general" contract management was cumbersome to manage in times of reducing budgets and requests to trim costs. We needed a contract that would identify costs for services provided and would provide an avenue for reducing costs when we had to. The only quick way to cut costs on a fixed-price contract is to eliminate lengthy negotiations with the contractor, not an easy task. We came up with a plan to replace our two basic line items with 30 specific-service line items, 20 in maintenance and 10 in operations. We briefed our plan to operational contracting and they thought it sounded like a great idea.

Once contracting gave us the official go-ahead, we worked diligently to identify workload estimates in line with our specific line items. We restructured our contract and allowed the incumbent contractor to re-bid on the new contract, this time though, he had to tell us how much it would cost to run dispatch services 24 hours a day 7 days a week, how much it costs to perform vehicle inspections, how much it costs to repair vehicles by management code, etc. By cutting out frivolous

contractual requirements and eliminating unused services, we achieved a \$2.5 million savings from the old contract. But the best thing about the new contract is that we know exactly what our money is paying for.

Our new contract has put us ahead in the cost saving game. We can simply remove a line item or service (they are now interchangeable), and see immediate cost savings. We have shown senior leadership what vehicle operations and maintenance services cost, and have let them evaluate what services they want to cut to achieve their savings. It has certainly opened a lot of eyes to people that didn't have a firm grasp of contract funding. And, for those of us in AFMC struggling to understand cost-based management, it has helped tremendously. There is not a better model to demonstrate labor and supplies cost in running operations or maintenance functions. Unfortunately, in the civil service or military world it is the supply or travel money that always gets cut. No one wants to identify manpower as a way to cut costs although it offers the most potential. Cutting contract costs means one thing to a contractor, cutting manpower-his major expense. For he is in the contracting business to make money; certainly different operating guidelines than in the not-for-profit government world.

For anyone who is interested in what we have done at Robins

please give my staff or me a call. We are excited to share what we have done with anyone interested.

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MEEP Evaluations

The ACC MEEP completed a project to assess the use of structural grade recycled "plastic lumber" manufactured by Black Rhino Recycling. The evaluation found that the lumber was extremely durable for general purpose use. The lumber was installed in the bed of a 2 1/2 ton stakebed truck at Moody AFB. The lumber performed extremely well with cargo such as: drums of oil, anti-freeze, wooden skid mounted equipment, palletized cargo, and construction material. This material was found to be much more durable than wooden beds. Based on the test results, Trimax Plastic Lumber is recommended for use on non-nuclear certified vehicles. Use of this material is conditionally approved as long as the field unit understands the structural limitation of this material in the environment in which it is used. National stock numbers for the lumber can be found in the ACC Command Vehicle Digest 98-1, Environmental Section. The digest is posted on the ACC/LGT website at <http://www.acclog.af.mil/lgt/lgt.htm>.

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Safety Equipment

We received feedback from vehicle maintenance managers in Southwest Asia that some technicians are reporting for duty without safety-toe boots. Safety-toe boots are required for all technicians, both at Southwest Asia and CONUS bases, IAW AFOSHSTD 91-31, para 3.7. Failure to report for duty with required personal protective equipment creates a hazardous situation and places an undue burden on the supply system. Please ensure all vehicle maintenance technicians departing TDY from your unit takes safety-toe boots with them. Also, ensure the safety-toe boots that they take are appropriate for the deployed location. Several technicians have deployed to Southwest Asia from northern tier CONUS units with cold weather safety-toe boots that become extremely uncomfortable in a desert environment.

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Other Item of Interest

Five years without a DUI/DWI

What an accomplishment! How does a base, squadron, or a flight attain such an achievement? Teamwork, trust, and individual respect are all ways the military and family members of the 35th Transportation Squadron have worked together as a team to compile such a remarkable feat.

When I first found out I was coming to Misawa my first question was where is it? After the initial shock wore off, I received my sponsor's package and it contained the usual items about housing, local conditions, my sponsor's name, and of course the "legendary" welcome letter from the first sergeant. This was not the normal letter one would expect to receive from his or her orderly room. To put it bluntly I was infuriated with its contents about DUI/DWI policy and repercussions on my career if I or anyone who failed to heed those warnings. Once I arrived, I discussed the contents of the letter during my commander's initial briefing. I was then informed on why there was such a hard line on DUI/DWI within our unit. Transportation had gone over 2 years without a DUI/DWI at that point, a number which I had never dreamed of in my 10 year AF career. However, the squadron was unable to realize the true benefit and reap the rewards of such an accomplishment.

Early one morning in the spring before I had arrived, we lost one of our fellow transporters who was a passenger in a vehicle involved in an accident where drinking and driving was a major contributing factor. She had heeded the squadron's warning about responsible drinking and was the only person who had not consumed alcohol that evening. This reason was at the forefront of such a hardline stance on DUI/DWIs within the squadron. It is a long continuous healing process for a squadron to come to grips with losing a member and was at the forefront of our renewed DUI/DWI prevention and education. We changed the focus of all our briefings from don't drink and drive as an individuals responsibility and to take care of ones self, to a team concept where we not only make sure we are being responsible but our fellow workers are also being responsible. It may be a little inconvenient taking the shuttle back and forth to the club, using squadron designated drivers, or using the shuttle the next morning because you decided to stay and enjoy the party a little longer so you made the right choice and got a ride home. Never does a Monday roll call or Friday safety briefing go by without a tally on the years/days gone by since our last DUI/DWI to being safe and responsible for the days ahead.

As my tour comes to a close at Misawa, I realize that when I

leave the 35th Transportation Squadron we will have achieved 2,000 days DUI/DWI free. I look back at the proactive stance the over 500 team members have taken on not drinking and driving during this 5 year run with pride and yes, disbelief. I remember goals we had set aside to this date in time; 3 years, 4 years, and now 5 years realizing it could have been easy to accept that it is not possible to achieve another year DUI/DWI free and rest on the laurels of past accomplishments. I welcome the day when it is no longer necessary to count the number of days, careers ruined, and sadly the lives lost as a result of drinking and driving. We have all watched those AFN service announcements and have come to realize that drinking and driving too often involves the innocent bystander. The embarrassment to unit, family, and yourself caused by these actions are minimal when measured against the cost of human lives lost yearly as a result of the careless and irresponsible actions of those who drink and drive.

Our goal for tomorrow, and all the tomorrows that follow, is to foster an attitude of not just saying do not drink and drive but living it day to day. With this attitude in place, maybe the members of the 35th Transportation Squadron and the Misawa Air Base community replacing those leaving today can say 8 years DUI/DWI free when it is their time to move on to another assignment.

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35th Transportation Squadron

Expenditure Automation

SrA Melissa Sullivan, unit Resource Advisor (RA), and SrA Tim Farmer (unit computer manager) of the 100th Transportation Squadron recently came up with a unique way of monitoring squadron funds and IMPAC expenditures. The unit resource advisor was having trouble ensuring that an accurate status of funds could be given at any given time. Financial reports (MicroBas, etc.) are often untimely and not entirely up to date. They are not sent out until the end of the month, often don't interface with supply, and frequently exclude expenditures that haven't made it completely through the financial "system." There was no system in place for gathering budget information accurately and efficiently at the unit level.

The unit resource advisor determined a need to have a thorough budget reporting system that would capture all expenses that are made in the squadron, as they are made. Teaming up with the unit computer manager, the RA began to devise a system to do just that. What they came up with was the 100th Transportation Budget/IMPAC database.

This database supplies real time status of funds for all unit cost centers. A copy of the database is given to all IMPAC cardholders and anyone holding

a AF Form 616 or similar document that uses funds on a recurring basis. Those users input all expenses into the database as they occur. This information is linked to the Resource Advisor's database, providing real time status of funds. The Resource Advisor can also monitor supply expenditures, contract spending, etc.

The database computes information such as remaining funds, percent of budget spent, and annual and quarterly targets. It also includes summary reports for IMPAC spending and information can be displayed for either the squadron as a whole or for each individual flight (broken down by expense type).

The Microsoft Access-database produces professional reports for briefing squadron commanders and flight chiefs, or can be installed on their computer. The commander can now have access to his budget status at any time, and assurance of the most accurate data possible, thus, enabling accurate planning and aiding decision making.

The database was briefed at the 1997 USAFE Trans conference with great success, creating high interest with other squadron commanders. It's fully compatible with any version of Microsoft Access (2.0, 95, 97), and can be tailored to meet any unit's budget reporting needs. The 100th Transportation Squadron RA is now working on an updated version of this database to make it more

automated and “user friendly”, using Access 97.

If you are interested in finding out more, please contact SSgt (sel) Melissa Sullivan. The database can be sent via e-mail.

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Air Staff Vehicle Topics

Career Field Management

The dust is still settling on the seven skill level merger which combined the general purpose and special purpose career ladders to form a “new” seven skill level Air Force Specialty Code, (AFSC) 2T370, on 1 October, 1997. Also, there has been much ado concerning the renumbering of the AFSCs to bring all the vehicle maintainers under the 2T3 umbrella, especially as related to maintenance control and analysis personnel. Try as hard as we did, we obviously failed to ensure all affected personnel were aware of testing requirements, as some 2T3X7s were under the impression they were SKT exempt on this testing cycle as were those testing for promotion in the 2T370 AFSC ladder. We believe the confusion has been resolved, and the testing centers should be hand screening the tests to ensure the controllers complete both the PFE and SKT

tests. How did we get to such a state of confusion?

In the summer of 1991, a group of maintainers (as well as respective groups from the other transportation enlisted career fields) convened at Randolph to discuss potential merger of AFSCs. The group was sponsored by the Enlisted Transportation Advisory Group (ETAG) under the namer, “Transportation Total Quality Management Action Group (TTQMAG). One has to remember this was in the era when a concerted downward driven effort was afoot to reduce the number of enlisted AFSCs. There were a number of recommendations from the maintenance folks, all which ultimately proved to be too costly in terms of manpower or training dollars; or simply impractical, with the exception of the seven skill level merger of the general purpose (GP) and special purpose (SP) AFSCs. During the 1992 ETAG conference, the GP/SP AFSC merger was validated. In 1993, when the last vehicle maintenance Utilization and Training Workshop (U&TW) convened, a GP/SP seven skill level “merged” specialty training standard (STS) was developed. It took well over 6 years from the time the idea was first seriously entertained, until personnel actions actually transpired to get to where we are today with the vehicle maintenance specialties. But where do we go from here?

We are planning an U&TW this summer (July, August, September time frame). In the interim period, we ask all those affected by the GP/SP merger to take a hard look at the STS, and gather their thoughts to make recommendations to improve the document. Of course, this same thing applies to all the vehicle maintenance AFSCs. What we will be looking for are logical, fact based recommendations. Emotional pleas such as “there are too many core tasks” or “upgrade training will take too long” will not carry much weight unless rational arguments are presented to substantiate the assertions. We ask that you put pen to paper and provide recommendations to your superintendent or manager so he or she can forward concerns to your major command functional managers when the data call comes later this year.

Stay tuned as there are more changes on the horizon. We will make every effort to spread the news as quickly and accurately as possible as situations develop.

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DoD Alternative Fueled Vehicle Workshop

The Air Force is sponsoring the First Annual DoD Alternative Fueled Vehicle (AFV) Workshop on Sunday,

31 May, in conjunction with the Department of Energy (DoE) Fourth National Clean Cities Stakeholders Conference and Exposition, 31 May - 3 Jun 98. Both events will take place in Washington DC, at the Ronald Reagan Building and International Trade Center. The DoD AFV Workshop and DoE Clean Cities Conference will provide opportunities to see and discuss the latest in AFVs, analyze AFV infrastructure opportunities, and exchange information with peers from all DoD components and federal agencies.

Rear Admiral E.R. Chamberlin, Deputy Director of the Defense Logistics Agency, will be the keynote speaker. Following his address, four recent recipients of the Energy Policy Act (EPACT) Award will be recognized, including Dr Phil Mook, Alternative Fuel Program Manager, Sacramento Air Logistics Center (ALC), McClellan AFB, California, and Mr. Carl Perazzola, Director, Alternative Fueled Vehicle System Program Office, Warner-Robins ALC, Robins AFB, Georgia. Dr Mook and Mr. Bob Gill, Transportation Director, Navy Public Works Center, Washington DC, will also share their AFV success stories.

After the plenary session, each Service will host a breakout session on AFV-related subjects. The Air Force Breakout will include discussions on the new Air Force AFV Policy, the Central

Compressed Natural Gas (CNG) Conversion Contract, and the DESC CNG station at McGuire AFB, New Jersey.

Additional DoD AFV sessions and table talk discussions will be conducted throughout the remainder of the Clean Cities Conference. These sessions will cover General Services Administration AFV procurement and interfleet management, budgeting for AFVs, AFV reporting, and more success stories from each Service and DESC. There will be federal agency, DoD, and manufacturer AFV displays throughout the conference, and a variety of AFVs will be available for test rides on Tuesday afternoon.

The goals of the workshop are to provide education and training, review trends, discuss AFV implementation, and address potential obstacles. The Service breakout sessions will provide forums for addressing these issues and any other AFV topics the participants wish to discuss. Support from every level of all DoD agencies and Services will ensure the best possible mix of experiences and is essential to meeting the Workshop's goals.

There is no charge for the DoD Alternative Fueled Vehicle Workshop. The fee for the DoE Clean Cities Conference is \$279 if registering before 1 May 98 and \$349 for those registering after 1 May 98. For the latest information or to register for the DoD workshop, visit the workshop home page at

www.il.hq.af.mil/ilt/dodafvw.html. Information on the Clean Cities Conference is available at www.afdc.nrel.gov/comeingevent/s/conf98.html. Participation in both events will require separate registrations.

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THE FUNCTIONAL REQUIREMENTS BOARD (FRB) AND THE MODERNIZATION OF OLVIMS.

During the period 20 Apr-2 May 98, the FRB will convene at HQ SSG, Gunter Annex, Maxwell AFB AL to begin laying the foundation that will lead to the modernization of OLVIMS. The FRB is comprised of MAJCOM, base-level, Air Staff, and SSG representatives who will review and validate all the procedures and processes in today's "as is" OLVIMS, and frame all the procedures and processes that will be in tomorrow's "to be", modernized OLVIMS.

Why modernize rather than to continue to evolve the "as is" system like we're doing today? The answer is that we've taken today's OLVIMS architecture about as far as we can. Today's architecture simply won't get OLVIMS to the next plane—that of complete interoperability with all other base level systems (supply, fuels, etc.) which

support the mission of the Air Force—the larger mission of DoD. That interoperability is assured only through the Global Command Support Systems (GCSS) initiative which demands system capabilities and protocols unachievable with today's OLVIMS programming language, COBOL.

The modernization of OLVIMS is not exactly GCSS-OLVIMS, but it is the steppingstone to it. The modernization positions OLVIMS to be almost-effortlessly migrated to GCSS when its OLVIMS' turn to be migrated; and by modernizing up-front, we will be able to take advantage of system benefits much earlier than if we wait for our GCSS cycle. That means our procedures and processes are streamlined and simplified earlier; our total and ultimate merger of Operations and Maintenance data business practices occurs sooner; and OLVIMS will look, feel, and behave like the GCSS-compliant, windows-based

system it must become—ahead of schedule.

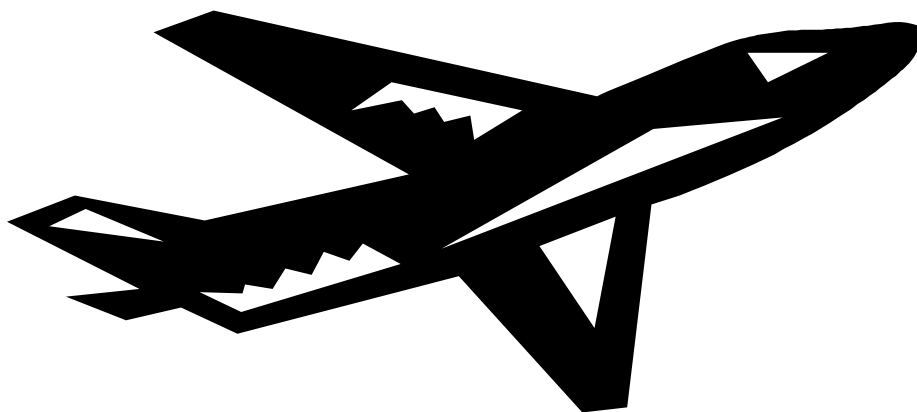
POC: Mr. Bob Wiley
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Air Force Vehicle Corrosion Study

The fact that the Air Force vehicle fleet is rapidly aging is not lost on our operators in the field. During recent years, the budget crunch has limited new vehicle procurements to approximately 5 percent of actual replacement requirement. As a result, we are continually seeking ways to extend vehicle service life. Corrosion has historically been one of the greatest contributors to reduced service life and an area that is receiving considerable attention. WR-ALC/LE and the Air Force Corrosion Program Office have contracted with Science Applications International Corporation (SAIC) to test state-of-the-art corrosion inhibiting paints and coatings on USAF vehicles. Andersen AFB, Guam, has been selected as the

test site. Guam is one of the most corrosive environments in the world and an ideal location to evaluate new products and processes. The products tested will also be evaluated for environmental compliance and appearance. Some of the coatings to be tested include zinc-based primers, fluoreopolymers, ceramic loaded resin, and wire arc thermal sprays. Mission critical Special Purpose vehicles, such as aircraft loaders and tow vehicles, will be coated and periodically evaluated for corrosion and coating system condition. The test will last approximately 1 year, after which, the most effective candidates will be considered for Air Force wide application. This progressive effort promises to revolutionize the way we approach corrosion prevention and extend vehicle service life in highly corrosive environments.

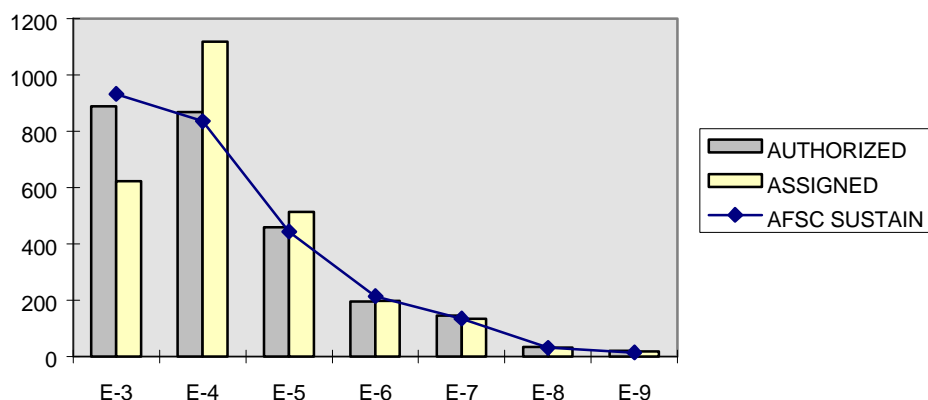
POC: LTC Donald B Chew
AF/ILTV
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Career Field Management Issues. The 1998 Enlisted Career Field Managers (CFM) Conference was held at Andrews AFB from 24-27 Feb 98. Below reflects some of the Vehicle Operations demographic information obtained from the conference.

1. CURRENT MANNING, AUTHORIZATIONS AND SUSTAINMENT

<i>Analysis of Authorizations</i>								
	E-3	E-4	E-5	E-6	E-7	E-8	E-9	TOTAL
AUTHORIZED	889	868	459	196	145	34	21	2612
ASSIGNED	623	1119	515	199	134	32	19	2641
AFSC SUSTAIN	933	836	444	215	135	32	15	2610



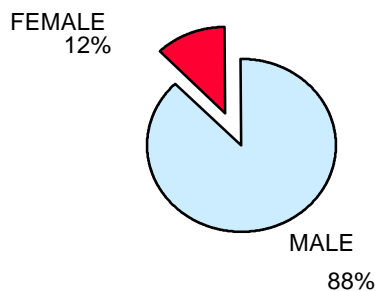
2. Manning by Grade

	AUTH	ASSIG	%
E-3	889	623	70%
E-4	868	1119	129%
E-5	459	515	112%
E-6	196	199	102%
E-7	145	134	92%
E-8	34	32	94%
E-9	21	19	90%

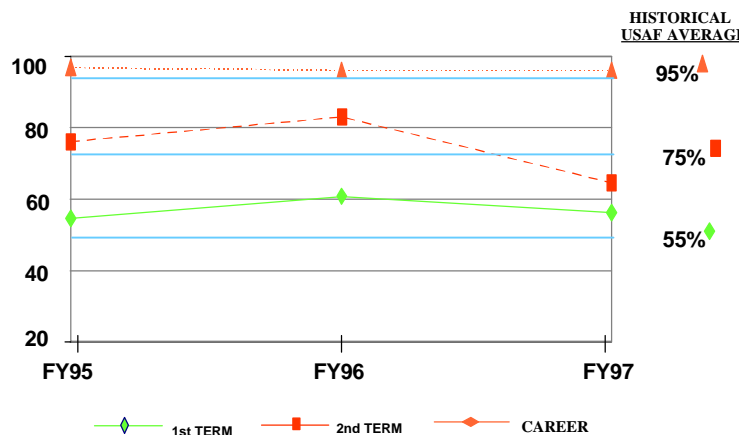
Current % Manning

99%

3. AFSC Gender Profile



5. AFSC Reenlistment Rates



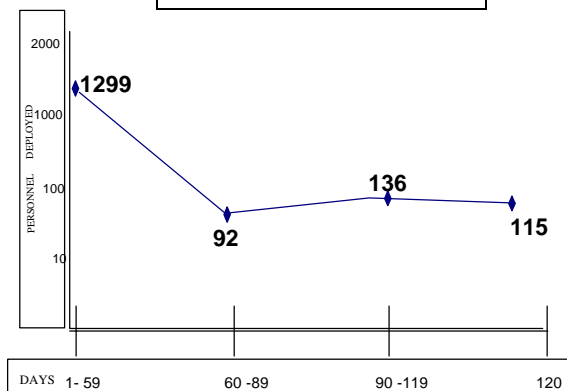
6. Sew-On Times

	AFSC	AF Avg
SSgt	7	7.4
TSgt	13.5	14.1
MSgt	15.9	16.5
SMS	18.4	20.4
CMS	21.5	21.9

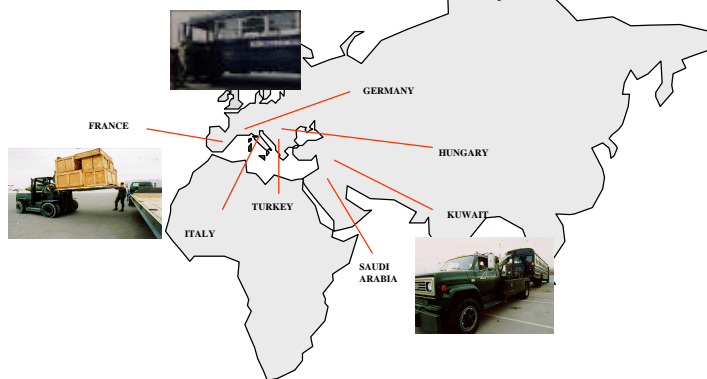
7. TDY Data

Average TDY

TDY Rate:
5.49%
Days per Traveler:
34.35



AFSC World Wide USAF Palace Tenure Support Taskings



PUBLISHER

The office responsible for the management of The Transformer is HQ USAF/ILT with delegation to the Joint Personal Property Shipping Office-San Antonio, Texas (JPPSO-SAT). We encourage your participation and ask that you make copies of the "The Transformer" and distribute them throughout your unit.

**THE TRANSFORMER
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HOW TO SUBMIT ARTICLES

Articles can be about quality initiatives, lessons learned, PAT results, etc. The crosstell you originate has to be an action that has had some results, positive or negative.

Articles may be submitted by...
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